technical diplomas are serving in junior positions and contingent staff are working in higher grade; and

(d) if reply to the above be in. negative, the reasons therefor and the steps taken to mitigate the injustice by promoting all eligible staff?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNI-KRISHNAN): (a) No, Sir, Consequent upon setting up of the Inland Waterways Authority of India in October, 1986 in terms of the provisions of IWAI Act, 1985, the Officers/staff working in the erstwhile Office of Inland Water Transport Directorate at Patna stood deputed to the Inland Waterways Authority of India office at Patna, on the same tenure and upon the same terms and conditions as were applicable earlier.

The promotions t$f the employees of erstwhile IWT Directorate, instances of which are quoted by tho Hon'ble Member refer to subsequent period and were done by the successor organisation, namely IWAI. They have informed that two Assistant River Surveyors and one Overseer (and not Inspectorj were promoted as Assistant Directors, one Assistant Marine Engineer (and not Assistant Director) was promoted as Deputy Director and |Execuflive Offlder was promoted as Director in Patna Office of IWAI, after following the prescribed procedure.

(b) No, Sir. There was n_0 sueli ban for promotion against available vacancies.

(c) and (d) The contingent staff are appointed on a daily wage basis. Their services are utilised as and when required by the office of IWAI for meeting urgent operational requirements for manning the vessels.

The regular floating staff possessing Required certificate o8 competency could not be considered tor promotion by IWAI due to non-availability oi posts. As the posts in various categories of floating staff have been recently sanctioned, IWAI have initiated steps to fill in the same including through promotion of eligible departmental candidates, as per the Recruitment Rules.

Joint funding for development oi inter-state water transport

2419. SHRI KRISHAN LAI SHARMA: Will the Minister of SURFACE TRANSPORT be pleased tc state:

(a) whether in view of the acceptance of the novel method of joint funding of Konkan Railway Project, Government propose to extend the same for development of inter-state water transport; and

(b) if so, by when a final decision is likely to be taken in this regard?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNI-KRISHAN): (a) No such proposal is under[1] consideration. However, the financing pattern for the schemes of development of inland waterways has been evolved taking into special requirements of this sector. Whenever a particular river-system runs through more than one State and is important from navigational point of view and satisfying the criteria of requisite depth and width, such waterways are considered for declaration as National Waterways, whereupon the Central Govt, assumes full responsibility for its development. As regards other waterways, including inter-slate waterways, the responsibility for their maintenanfce and development rests with respective State Govts. In such cases, the Central Govt, is extending loan assistance to the State Govts., under the Centrally Sponsored Schemes for undertaking developmental works, to the extent of 50 per cent of the approved cost of such schemes.

(b) does no* arise.